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RESTRICTEDFreight Transportation

Inland water transportation of freight under the Yugoslav flag was as follows (in tons):

	<u>Total Cargo Space</u>	<u>Domestic Shipping</u>	<u>Export</u>	<u>Import</u>	<u>Transit</u>
1939	430,000	2,135,500	308,700	327,200	85,400
1946	149,700	1,097,200	101,700	128,500	--
1949*	--	--	--	--	6,000
1950	290,508	2,951,400	108,900	80,800	--

\* [This may have been a typographical error for 1950.]

Yugoslav imports handled by foreign vessels in 1939 totaled 95,428 tons; in 1946, 71,607 tons, and in 1950, 47,169 tons.

The postwar capacity of river vessels increased as follows, through the raising and salvaging of vessels and construction of new ships (in horsepower):

	<u>Passenger Ships</u>	<u>Cargo Ships</u>	<u>Motor Barges</u>
1939	10,000	49,000	2,700
1946	1,365	10,000	--
1950	3,595	30,540	908

Although still below the prewar level, net ton-kilometers hauled are steadily increasing, while tons transported currently exceed the prewar level. This results from the fact that the volume of transport in international trade is smaller than in domestic trade.

The increase in net ton-kilometers hauled was interrupted in 1949 by the Soviet economic blockade, and by low water levels. As a result, net ton-kilometers hauled in 1949 were only 50 percent of the figure for previous years. In some months in 1950 only 30 to 40 percent of the capacity of barges was utilized, because of the low water level.

Net ton-kilometers hauled were as follows (in billions):

	<u>Total</u>	<u>Domestic Trade</u>	<u>Exports</u>	<u>Imports</u>	<u>Transit</u>
1939	721,000	--	--	--	--
1946	252,400	98,800	74,900	78,700	--
1950	525,000	307,400	120,800	96,800	130,600

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Utilization of hauling capacity (tons hauled per horsepower) is improving with the increase in new and reconstructed vessels as follows. In 1939, the ratio between tons hauled and horsepower was 55.6 [with this figure representing horsepower]; in 1949, 132.7; and in 1950, 99.9. In 1951 the plan calls for a ratio of 61.

Cargo space utilization (based on 100 [in 1939?]) was 33 in 1946, 52 in 1948, 262 in 1949, and 380 in 1950.

#### Activities Auxiliary to Inland Water Transportation

Economic branches auxiliary to inland water transportation, including shipbuilding, raising and salvaging of vessels, dredging, construction of wharves, and the regulation and maintenance of navigable rivers, showed a marked growth in the postwar period, with shipbuilding leading.

#### Shipbuilding

Yugoslavia has five ship construction enterprises and three workshops, which achieved the following results:

	<u>Reconstructed Ships</u> (hp)	<u>New Ships</u> (hp)	<u>Reconstructed Barges</u> (dead-weight tons)	<u>New Barges</u> (dead-weight tons)
1947	10,209	40	52,832	1,000
1948	7,367	2,000	28,420	360
1950	241	2,070	3,615	--

It is planned in 1951 to construct new barges with a total dead-weight tonnage of 27,400 tons. In 1948, reconstruction of vessels and barges was largely ended. Future activities will be concentrated generally on the construction of new vessels.

#### Raising and Salvage of Ships

Salvage activities until 1948 were mostly connected with the raising of vessels which could be speedily reconstructed and put into commission. At present, vessels which cannot thus be utilized are being salvaged and scrapped for the benefit of the metallurgical industry.

Vessels were salvaged as follows (in horsepower):

	<u>Ships</u>	<u>Barges</u>
1945	4,058	39,728
1946	9,754	10,084
1950	1,350	2,550

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Scrap iron and bridge structures from salvaged vessels amounted to the following (in tons):

	<u>Scrap Iron</u>	<u>Bridge Structures</u>
1948	105	1,257
1949	5,000	1,335
1950	3,833	691

Construction Activities

In 1945, 1948, and 1950, construction was as follows (in dinars):

1945	19,831,000
1948	114,458,000
1950	48,609,000

Production of gravel and sand was as follows:

	<u>Tons</u>	<u>Dinars</u>
1947	895	48,779,000
1949	1,753,404	95,482,000
1950	2,133,431	116,176,000

Organization of Inland Water Transportation

At the end of 1950, inland water transportation was reorganized by placing all the respective economic branches under a single Main Directorate for River Transportation (Glavna direkcija recnog saobracaja), which includes the following economic enterprises:

1. Yugoslav State River Transportation (Jugoslovensko drzavno recno brodarstvo) in Belgrade, which is in charge of passenger and freight transportation and has agencies in Belgrade, Zabrezje, Sabac, Sremska Mitrovica, Bosanska Raca, Bosanski Samac, Bosanski Brod, Bosanska Gradiska, Sisak, Osijek, Bezdan, Vukovar, Backa Palanka, Novi Sad, Titel, Senta, Becej, Apatin, Zrenjanin, Slankamen, Zemun, Pancevo, Grocka, Smederevo, Kostolac, Golubac, Veliko Gradiste, Donji Milanovac, Kladovo, and Prahovo; and in Budapest, Komorno, Vienna, Linz, and Regensburg.

2. Shipping and Dredging Enterprise (Brodarsko-bagersko preduzece) in Belgrade, which produces and ships construction material including gravel, sand, and stone.

3. "Dunav" (Danube) Enterprise in Belgrade, which maintains and maps navigable routes, and raises and salvages vessels.

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4. Cukarica Ship Construction Enterprise
5. Apatin Ship Construction Enterprise
6. Novi Sad Ship Construction Enterprise
7. Zrenjanin Ship Construction Enterprise
8. Podrinska Mitrovica Ship Construction Enterprise

These five ship construction enterprises construct, reconstruct, and repair river vessels.

9. Planning Institute for River Transportation (Projektantski zavod reknog saobracaja), which prepares plans for shipbuilding and construction projects connected with water transportation, and does research and tests connected with such plans.

10. Shipping Service (Brodarski servis) in Belgrade, which procures and distributes equipment and material to the various river transportation agencies.

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